1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

at intervals of some 20 feet a series of shafts similar to those described in connection with the Mukalla water-supply. Humat al Harth is temporarily not giving water, as the level has fallen below the channel. At Al Quf itself there are a number of wells, and round each are nursery beds where the tobacco seedlings are grown. The beds are divided into patches three or four feet square and the seed close sown, so close that even where seed does not germinate the workers cut small scratches in the ground and plant fresh seed. When the seedlings are grown to a height of about three or four inches they are taken from Al Quf to Al Harth, about a mile and a-half away, and planted out in rows with intervals of a foot, or three-quarters of a *dhirra*, in beds of a size dependent on the amount of water. A bed is called *mutr*, plural *mutira*, and each is surrounded by a ridge to keep in the irrigation water. In due course the crop is gathered and dried. Drying barns are unknown.

The crop is financed by the merchants who advance the money to the cultivators and are paid back either monthly or after the crop. In the case of the Government lands at Gheil some cultivators pay their rent in advance and some after the crop. The rent of the whole area of the Sultan's land at Gheil is assessed before each season and the figure required communicated to his representative there. This official then rents out the land at a figure per acre based on the total sum required.

The total annual value of the crop is now estimated at five lakhs of which the Sultan receives Rs.120,000 in duty and ground rent. Production costs are estimated at three lakhs, so that the profit to the cultivators is Rs.80,000. In order to foster the local consumption of tobacco, there is a monopoly of imported cigarettes and pipe tobacco.

Of tobacco, Mr. H. M. Heald in his report of the Agricultural Mission to Mukalla says that in the Meifa valley " the cultivation of the tobacco received more attention than any other crop. . . . The seed was sown in a small plot of land which, in the large villages, had been heavily manured with sheep dung mixed with fine earth. When 40 days old the plants were transplanted into the small beds at distances of one foot apart, and again manured with fish; irrigation varied in the villages but generally every seven days.

" Topping of the terminal buds took place after all the leaves had been formed and the plants were ripe for cutting in four or five months, according to district and season. The plants were dried on the ground first singly and then in small bundles, and afterwards hung up in rows. After drying again in bundles, they were covered with sacks to promote fermentation, and then the plants were taken into the houses for further drying in the dark, and ready for transporting to the coast in a week or so. Practically no grading was done . . . and I am sure " he writes, " better prices would be obtained if more attention were paid to selection."

[Tobacco -- Analyst]

I:Ingrams G-5 (1934 35)1936 MM2 Hadhramaut MM2

AL HEIK.

619 631 101 A small nomad tribe, allied to the Seibani, and living near the sea-coast close to Shiheir. With the 'Akābira and the Beni Hasan they were neighbours of the Kasadi on the east. Their chief occupation is hiring camels for the transport of goods from Shihr, Shiheir, and Mukalla to the interior. They have an 'Amūdi *mansab* and are said to be in the pay of the Qu'aitis.

CHAPTER XVII.

THE PROVINCES OF THE QU'AITI STATE (continued).

3. DU'AN PROVINCE.

635 The Du'an province is defined as containing the towns and villages in the Wadis Du'an and Leisar as far as and including Hajarein. The Governors of the province are also responsible for the safety of the caravan route to Mukalla from the Wadi Himem upwards. The capital of the province is 'Aura in the Wadi Du'an, and the upper part known as Masna'at al 'Aura is entirely occupied by the Governors' castle. For practical purposes 'Aura, Rashid and Khoreiba are one. The co-Governors of the province are Sheikh Muhammad bin 'Umar bin Ahmed Bā Surra and Sheikh Ahmed bin 'Umar bin Ahmed Bā Surra.

361 933 438 Du'an is a fairly important caravan centre but lies off the direct route to Shibam. It is heavily cultivated in the upper part of the Wadi, but its production does not suffice for the needs of the inhabitants. It is the seat of an important honey industry. The landing-ground for Du'an is at Qā' Bā Nūā, which is about an hour's march from the top of the wadi wall; the descent takes an hour and a-half.

651 465 The total revenue and dues of Wadi Du'an were returned to me as being $5,800, and those of Wadi Leisar, derived from dues at fairs and upon palm trees, at $9,200. The total expenditure in salaries of the sheikhs, tribesmen and soldiers, together with customary gifts, is returned at $21,000. The total number of sheikhs, tribesmen and soldiers receiving salaries is said to be 280.

635 162 361 651 652 The Qu'aiti Government gave me the figure of 50,000 as being an estimate of the population of Du'an province, but the figures appearing in the following statement regarding the towns and villages in the province were given by the Governors. These towns and villages are under the authority of the Governors of Du'an, and

1:Ingrams G-5 (1934 35)1936 MM2 Hadhramaut MM2

At this time, too, they had their connection with the East African coast for the *Periplus* says that it was governed "under some ancient right that subjects it to the sovereignty of the state that is become first in Arabia."[1]

Even in the Arabian Nights do we find reference to this emigration of the Hadhramis. As will be seen the Hadhramis almost universally maintain a connection with and an affection for their native land so that it will be of interest to give the following quotation:

"In time he reached Lahej where he found a ship ready to sail for India; so he shipped on board and made Calicut of Malabar. Here he met with many Arabs, especially Hazramis, who recommended him to the King; and this King (who was a Kafir) trusted him and advanced him to the captainship of his bodyguard. He remained ten years in all solace and delight of life; at the end of which time he was seized with home-sickness; and the longing to behold his native land was that of a lover pining for his beloved; and he came near to die of yearning desire. But his appointed day had not dawned; so, after taking the first bath of health, he left the King without leave, and in due course landed at Makalla of Hazramaut." (Burton, Vol. V, p. 136.)

Commenting on the passage Burton relates the story of a man who, flying from "Hazrami" society, reached the uttermost parts of China where he thought himself safe, but as he was about to pass the night in some ruin he heard a voice hard by him exclaim, "Oh 'Imad ad Din,"[2] the name of the patron saint of Hazramaut. "Thereupon he arose and fled and he is, they say, flying still."

The emigration of Hadhramis to foreign parts is therefore no new phenomenon, but its long continuance and the steady expansion of the Hadhrami communities in other countries, to which probably the brake applied by the recent depression is only temporary, is not without significance in considering the future of the country. Not only is it probably responsible for the more open and receptive atmosphere in the Hadhramaut but it is also probable that it has a considerable bearing on the growing desire in the country for peace and good government.

There is a further point. Although the Hadhramaut could no doubt produce more under proper guidance the resources of the soil can never make it wealthy, and the item of invisible exports to the extent of £630,000 annually represented by remittances of money into the country is not to be neglected.

The first systematic attempt to examine the position of Hadhramaut colonies abroad was made by Professor Van den Berg in his noteworthy study on the Hadhramaut and the Arab colonies

[1] Stigand says (*Land of Zinj*) that the Arabs call Pate, Bata and derive the word from a tribe named Batawe which left Hadhramaut and settled in Pate.

[2] Probably 'Amud ad Din *vide* Chapter XVII.

Il: Melamid S-3 (no date) 1954 MLI Yemen MLI
HADHRAMAUT MM 2

a tannery, and a textile plant. This preference for German firms is rather remarkable.[4] However, Yemen authorities claim that American and British firms were not interested in these concessions.

The terms of the oil concession are reported to be based on a capital and profit division of 75 per cent to Yemen, and 25 per cent to the concessionaire. This may explain the lack of interest of American and British firms whose oil concessions in other petroleum-producing countries are on a 50/50 profit-sharing basis, without local capital participation. Furthermore, the Yemen concession is to run for only twenty years (compared with sixty-six years for the Saudi Arabian concessions), provided oil is found within five years. According to the available geological information, the outlook for finding oil is not too encouraging as the highlands of Yemen consist primarily of rocks which are geologically devoid of oil. However, the narrow coastal strip and the lowland deserts do offer possibilities. Here there is a complication. Because of the absence of definite boundaries, the eastern deserts may be claimed either by Saudi Arabia or by the Aden protectorate.

Yemen also has hopes of discovering commercially utilizable quantities of gold, silver, copper and iron ore, which were all formerly mined in the highlands.[5] Considerable areas in the wadis below the highlands are reported to be suitable for the cultivation of cotton, provided modern methods of irrigation are introduced. Even if no oil is discovered, the change in the attitude towards foreigners and towards innovations may bring about far-reaching economic and political changes in this state.

In 1938, a subsidiary of the Iraq Petroleum Company (in which British, Dutch, French, American and other capital participates) obtained exploratory oil concessions in the Aden protectorate. So far no discoveries have been reported. The sheiks and sultans of the area have lately opened their territories to a limited number of foreign travellers, mostly surveyors. Emigrants who had settled in India, Malaya, and Indonesia and who have returned, particularly to Mukalla and the Hadhramaut, have contributed not only experience gained overseas, but some capital as well. Regular motor and air transportation[6] is now available. Several irrigation schemes have been established in the western Aden protectorate, at Abyan, where crops of high quality cotton are grown. The greater internal security resulting from the organization of regular police protection against tribal raiders (a combination of the British Royal Air Force and local jeep patrols) has also contributed to economic development. Local fisheries have

[4] The oil concession was granted to Deilmann Bergbau, German oil producers who also have a concession in Spain.

[5] United Nations, Department of Economic Affairs, *Review of Economic Conditions in the Middle East, 1951-52*, E/2353/Add. 1, ST/ECA/19, Add. 1 (New York, 1953), 126.

[6] At least one foreign trading firm in Aden flies its own plane regularly to various points in the territories to pick up local products and deliver imports.

Il: Melamid S-3 (no date) 1954 MLI Yemen MLI
HADHRAMAUT MM 2
ADEN MM 1
OMAN MK 1

expanded and dried fish and fish oils are now exported regularly. The new exports have more than compensated for the decline in the revenues from incense, the supply of which has suffered from excess cutting and tapping of the few forested areas.

Indirectly, Aden colony has been a beneficiary of the Iranian oil dispute. The former concessionaire in Iran has begun construction of a 100,000 barrel per day petroleum refinery in Aden which is to supply the general area of the Indian Ocean with petroleum products formerly supplied by the now expropriated and shut-down refinery at Abadan. The estimated cost of this project is about $140 million. At present over 12,000 workers are employed on various construction jobs connected with the refinery, including over 8,000 natives and nearly 1,000 Indian nationals. Some 3,000 local inhabitants and about 200 Europeans will be permanently employed in this largest industrial establishment in southern Arabia.

To build and operate this refinery an entirely new town, complete with all modern services, has been established at Little Aden, about six miles from the old port city of Aden. Sufficient water for the domestic requirements of the new town was discovered ten miles away; sweet water for industrial purposes must be obtained by distillation of sea water. A hospital, the largest in Arabia, has also been set up. In general, local trade is benefiting tremendously from the activities of the new oil company. A new port for the discharge and loading of oil tankers is also being built.

Because of the decline in incense production in the Aden territories, Dhofar is now the most important exporter of this commodity. A petroleum concession in this province has been granted to two American oil companies (Cities Service and Richfield) which have hitherto not participated in Middle East oil development.[1] A large airfield for supplies, etc. has been established near Salala and thorough exploration of the area is to commence within a few months. The outlook for the discovery of oil is reported to be very favorable, since the oil-rich geological strata of the Saudi Arabian or Qatar oil fields may extend into Dhofar.

[1] A concession for the area was formerly held by a subsidiary of the Iraq Petroleum Co.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM21

purity of the drinking water constitute efficient safeguards against many maladies common to tropical countries.

The harbour of Aden—the Bandar Tawīyah, or Aden West Bay, but more generally known as Aden Back Bay—lies between the two lofty peninsulas, very like in appearance, of Jebel Shamshan (east) and Jebel Ihsan (west); it extends eight miles from east to west and four from north to south, and is divided into two bays by a spit of land. The depth of water in the western bay is from 3 to 4 fathoms, and, across the entrance, from 4½ to 5 fathoms. There are several islands in the inner bay, notably Jezīrah Sawāyih (Slave Island), which culminates in a peak 300 ft. in altitude.

The port of Aden is a great coaling-station and place of call for vessels passing to and from the Suez Canal. Large vessels lie off Steamer Point, the western extremity of Jebel Ihsan. The Peninsular and Oriental Navigation Company's steamers call weekly at the port to receive, tranship, or land passengers and mails, and it is a port of call for a number of other important lines. There are numerous lights and lightships, the chief being the Aden Cape Light at Ras Marshag, on the east of the Ihsan peninsula, visible for 20 miles, and the Elephant's Back Light on the summit of a headland, visible also for 20 miles; the Aden Lightship, not far from Steamer Point, is visible for 10 miles, and fires a gun whenever a vessel enters the harbour at night.

Of the total population of the Aden Settlement (46,000), about 23,000 are returned as Arabs and there is a large number of Somalis. These two sections do the hard work of the port, but among the Arabs there are a few merchants of substance. Almost every nationality is also represented: Hindus, Parsees, Persians, Chinese, Abyssinians, Jews, &c. The Parsees have annexed a very considerable portion of the trade, for they act as agents and shopkeepers, and their business talent equals that of the Jews. Classified otherwise, European residents and Christians number from 2,000 to 3,000; Mohammedans, 34,000; and Jews, 3,700. The natives have an untidy makeshift air which contrasts with the personal cleanliness of an Indian population, and this arises partly from the scarcity of water, and partly from the temporary nature of their residence and outdoor life.

As far as the Settlement is concerned, there are no natural products whatever with the exception of salt. The food of the whole population, civil and military, is imported, Aden producing not even a blade of grain. Rice comes from Calcutta, Bombay, and Malabar; *jowari*, *bajri*, and maize are brought on camels from the interior; fodder and firewood come from the Lahej and Fadhli districts.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM2

433 The chief local industries are: salt preparing; the unhusking of coffee; and cigarette making. The first is obtained, as elsewhere, by evaporating sea-water in shallow pans, in a stretch of ground situated near Sheikh 'Othmān, and the industry, which is considerable (over 100 tons were exported in 1915), is in the hands of the Italian Salt Company. The unhusking of the coffee berries is done almost entirely in Aden, before transhipment and export.

312 The water-supply forms, perhaps, the most important problem at Aden: it is obtained from four sources—wells, aqueducts, tanks or reservoirs, and condensers. It has been found that the most reliable means of supply is by condensing, and but little drinking water is now drawn from wells and aqueducts. Of *wells* there are many, both within and without the British limits: the former are sunk in the solid rock of the peninsula often to a depth of from 120 to 190 ft. and the water is of good quality; the latter are around Sheikh 'Othmān and Hiswah and the water is of only fair quality, but brought largely into Aden for domestic purposes among the natives. In 1867 the British Government obtained permission from the Sultan of Lahej to construct an *aqueduct* from two of his best wells in the village of Sheikh 'Othmān. The water is received in large reserve tanks inside the fortifications and is thence distributed to the troops and establishments and to the public in limited quantities at one rupee per 100 gallons. It is of indifferent quality and fit only for purposes of ablution.

The expediency of constructing *reservoirs* in which to store rain-water was recognized in Arabia at a very early date; they are widely found in districts devoid of springs, which depend on the winter rains for a supply of water during drought (cp. Yemen, Chap. VI). The most remarkable instance on record is perhaps the great dam at Māreb (see p. 176). There is no trustworthy record of the construction of the Aden reservoirs, but they are supposed to have been begun at the time of the second Persian invasion of Yemen, about A.D. 600. In the early part of the nineteenth century, though some few were in a tolerably perfect state of preservation, many had been partially destroyed by the people, who carried away the stones for building purposes; others had been filled with débris washed down from the hills by the rain. In 1856 the restoration of these magnificent public works was begun, and thirteen have been completed, capable of holding nearly 8 million gallons of water. A very moderate fall of rain suffices to send down the numerous steep rocky ravines, by which the peninsula is intersected, stupendous torrents of water, and it is to intercept and store this water that the reservoirs have been constructed. They are so arranged

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM24

either with a plain piece of stuff (*dismāl*) worn turban-like, or with a fringed head-cloth (*jibāl*) falling over the shoulders. The Bedouins wear the same type of costume as the other members of their race, but of poorer material; they rarely wear sandals, and have their bodies bare above the waistband and below the knees.

The garments of the women are very similar to those of the men, and, excepting in small particulars, resemble the dress in other districts of Arabia. They ordinarily wear, not sandals, but boots of a yellow or red colour; they dress their hair in short tresses to the number of from 50 to 60, and married women, in addition, have a fringe over the forehead. The better classes go veiled, but the lower classes cover the head with a form of kerchief (*nuqbah*) which they can use as a veil to cover the forehead and mouth, if need be. Young girls do not cover the face.

Industries and Agriculture

Of great industries there are naturally none in the Hadhramaut. A small amount of weaving is carried on in the houses, especially at Terīm, but the quantity is decreasing owing to the importation of stuffs from abroad. Formerly the cultivation and preparation of indigo for the dyeing of locally woven stuffs were carried on to a considerable extent, but that industry too has greatly declined except in the more remote districts of the interior. Boat-building, fishing, and the salting of fish are the occupations of many along the littoral. It has been remarked that the inhabitants of the Hadhramaut mountains become the most intrepid sailors; not only the Arabs of Shiheir and Makalla, but also those of the mountain regions show an innate disposition for navigation, even those who may never have seen a boat before.

For the most part the land in the settled centres is in the hands of the Seyyids or of other influential members of a tribe. The chief agricultural products are wheat, maize, millet, indigo, tobacco, sesame, dates, and coco-nuts, the latter grown only on the littoral. Cotton is cultivated here and there, but in insufficient quantities to supply the needs of the district; lucerne is much grown for fodder. A kind of tobacco, known as Humuni, is grown round Ghail Ba Wazīr and has a great local reputation. There are plantations of *ithl* (tamarisk) and *'elb*, two kinds of wood suitable for making utensils and for building purposes. The seasons are determined by the stars. Irrigation is almost entirely artificial; neither

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services. [509]

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-